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SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.  
FRANCISCO TSE YAT, General Manager.  
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**Carbonic Acid in Steel Cylinders and**  
**Aerated Water Machines**  
ALL ACCESSORIES FOR SAME.

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**Make no Mistake**  
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**SCOTCH WHISKY**

**for the best from Dundee. Demand it.**

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BEST FOR CLEANING AND POLISHING  
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**KNIFE BOARDS**  
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**Intimations.**

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For particulars, apply to

**H. OISHI,**

Manager,

No. 2, PADDER STREET,

Hongkong.

Hongkong, January 9, 1909.

**NOTICE.**

BY permission, an Address will be

presented from the Premises of

Hongkong and South China to HIS

MAJESTY KING GEORGE V. on the

occasion of his Coronation.

Signatures have been sent to the

General Post Office for the

purpose of the said Address and who is desirous

of signing the Address may do so by applying

to Messrs KELLY & WALSH, Ltd., or

at the MASONIC HALL, on or before FRI-

DAY next, 28th inst.

Hongkong, April 26, 1911.

**UNION INSURANCE SOCIETY OF**

CANTON, LIMITED.

**NOTICE TO SHAREHOLDERS.**

A FINAL DIVIDEND OF TWENTY

DOLLARS per share for the year

1910, and an INTERIM DIVIDEND OF

THIRTY DOLLARS per share for the

year 1911 will be payable on WEDNES-

DAY, the 28th inst.

Warrants may be had on application at

the Office of the Society on and after that

date.

By Order of the Board,

**C. MONTAGUE EDE,**

Secretary.

Hongkong, April 26, 1911.

**CHEONG HING.**

**HAS ALWAYS ON HAND**

A LARGE ASSORTMENT OF

CURTAINS, PORCELAIN, JADESTONE

AND SILK EMBROIDERIES.

**INSPECTION SOLICITED.**

HONGKONG, NO. 77, QUEEN'S

ROAD CENTRAL.

Hongkong, October 13, 1910.

**Always in stock at**

**the Cheapest and**

**Best Known**

**House**

**THE DRAPERY EMPORIUM**

**Latest**

**Style**

**Millinery**

**Haberdashery**

**&c. &c. &c.**

**24 Well-**

**ington Street, Close to**

**D'Aguilar Street Central.**

Hongkong, April 18, 1911.

**Popular**

**ASAHI BEER**

**OBTAINABLE EVERYWHERE.**

**SOLE AGENTS**

**MITSUI BUSSAN KAISHA.**

Hongkong, December 17, 1910.

**11/22**

**SUGGESTED GARDEN CITY**

**FOR KOWLOON.**

**A Co-operative Scheme.**

For some considerable time past a move-

ment has been on foot in the Colony to

form a garden city in Kowloon, providing

that suitable land can be acquired from the

Government. The site suggested is about

half an hour's walk from Kowloon ferry.

It is well watered and very little expense

would be incurred in making a good road

to the place. The following are the details

of the scheme which were supplied to us

some time ago, but which we have held

over until now in deference to the requests

of the promoters:

Having in view the high cost of living in

the Colony, and the still rising tendency in

the price of all commodities, the following

notes are presented as briefly outlining a

scheme for a Co-operative Society to be

formed for the purpose of establishing in

the New Territory, conveniently near to

Kowloon, a Garden City in which families

may live with greater comfort and more

economically than is at present possible in

Hongkong.

Briefly, the proposal is to create a Model

Settlement in which every house shall have

its garden plot in which the tenants may

grow fruits and vegetables for their own

consumption, and also a yard which will

serve the purpose of a poultry run, so that

the needs of the every-day needs of the

residents may be met economically.

To build this Garden City the mutual help

of the Government and the public is indis-

pensable. Land is abundant and suitable for

the purpose in the New Territory, and

provided the capital is forthcoming from

the public, to whom the idea of a Garden

City appeals, they should be able to count

upon the active interest of the Government

in the project.

The Co-operative Society, after acquiring

the land, would, decide upon a suitable class

of house which either the Society itself

would proceed to build or which individual

members might build under the aegis of the

Co-operative Society and with its financial

assistance at the lowest possible rate of

interest, but in the creation of a

Garden City, the "garden" idea

must be strongly insisted upon, for as

far as garden produce is concerned the

object should be to make the

community entirely independent in this

respect of the neighbouring markets. Un-

questionably, all the fruit and vegeta-

bles, which the city would

need could be grown within city limits,

and experiments have already proved

that with a little European supervision

fruits and vegetables of a quality superior

to the ordinary market produce can be

grown successfully and economically in the

New Territory in close proximity to Kow-

loon. It is only for us to take advantage

of the opportunities offering to raise within

the proposed city limits not only all fruits

and vegetables needed for the inhabitants

of the city, but a surplus which might form

the nucleus of an export trade in seasons

of abundance.

Those who may regard this scheme as

Utopian should recall the history of Cali-

fornia, where gold-mining has not proved

such a great producer of wealth and com-

fort as farming and fruit growing, and

cattle and poultry rearing. What has been

achieved in the State of California in this

direction can be achieved on a smaller scale

in the New Territories and other

direction. In the creation of a Garden

City the aim will be to work along these

lines.

A scheme of this kind cannot but com-

mand the cordial sympathy and support of

the Government when approached by the

Society with a request for help in the way

of facilitating the project by offering the

necessary land at a low figure, arranging to

provide a railway station and a suitable

time-table for settlers, by opening up roads,

providing a water supply, public lighting,

police, schools, etc., etc.

The ground in prospect for the city is

ample and good with the necessary scope

for farming, gardening, poultry and cattle

breeding.

The curing and preserving of fruits and

vegetables are industries which might be

fostered with advantage, not merely for

consumption within the city, but for sale

in the Colony generally. Cattle, poultry,

etc., are easily reared in the area in prospect.

Fruits and vegetables have always

a good market out of the Colony, and with

an organised institution to push this trade

good results will ensue.

Beehives will pay well, and are easy to

keep, particularly when they are in the

middle of gardens well cared for with flower-

ing plants selected to attract the bees.

Honey and wax have always been good

marketable produce. The best honeying

industry is another which could be estab-

lished there.

It is of great importance that the existing

methods of manuring should be changed.

The introduction of modern fertilisers

would do much to improve the land and at

the same time give to the ignorant Chinese

farmers practical lessons of which they

stand in great need. Pasture grasses of the

best grade is indispensable, and should be

grown all over the barren land and mount-

ains surrounding the sphere of our pro-

posed operation in order to improve the

possibilities of raising cattle suitable for

our Garden City abattoir. The reforestation

of the city should be confined to fruit and

useful wood trees. Fish ponds may already

be seen on the land. The breeding of

fresh-water fish, which is a very simple and

lucrative industry, is to be included in

the programme.

The site of the proposed city is

spacious and healthy. There are thousands

of acres of low and high lands up to an

elevation of 400 feet affording ample room

for a city full of gardens, farms and

orchards, and there is abundance of water.

Many families in the Colony are ready

to support the enterprise. Co-operative

Society adequately financed can enter upon

this project with confidence in its ultimate

success for the thousands of life in Hong-

kong for the working class non-Chinese

population have become intolerable, and a

Garden City such as is now proposed would

command wide popular support.

It is suggested that the Co-operative

Society should be floated with a capital of

\$1,000,000 in \$100,000 shares of \$10 each,







## VISITORS AT HOTELS.

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[illegible][illegible][illegible]

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Mr H. Bennatt	Mister Mandell
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Mr T. Hood	Mr and Mrs J. V.
Mr James	Ramirez
Mr and Mrs R. D.	Johnson and child
Johnson and child	Mr F. Sankoon
Mr T. A. Roedward	Capt. and Mrs A. H.
Mr Kelly	Stewart and child
Dr F. T. Kuyt	Mr H. F. Stancham
Mr W. D. Long	Mr B. Taylor

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Mr T. Glenning	Mrs Lilly Kalrs, Ma-
Mr J. Glenham	maison
Mr M. Graniger	Mr R. K. Victor
Mr T. M. Innes	Mr E. Wilcke
Mr R. Joseph	Mr C. C. Young
Mr Albertus	Kalrs and child

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Mr B. Buring	Mr A. Neidt
Mr and Mrs J. R.	Mr O. A. Percy
Copell & children	Mr C. Stewart
Mr J. Hildebrand	Mrs H. W. Wilson and
Mr D. J. Lennox	child

**VISITORS AT HOTELS.**

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M. Andrew	Mrs. H. B. K.
Arbuckle	Mrs. M. A. K.

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Mr A. H. G. Jackson	Mr F. V. Wilson
Mr J. R. Johnson	Capt. & Mrs Zollner

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Mr F. Bevington	Mr and Mrs J. M.
Dr and Mrs B. W.	McButehon
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Mr Cocker	Mr C. M. Meyer
Mrs J. H. Collins	Mr K. S. Morrison
Mr and Mrs F. M.	Sir Francis Piggett
Crawford	Mr G. Sachse
Mr P. S. Dixon	Miss K. Sachse
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WINE AND SPIRIT MERCHANTS.

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## SCOTCH WHISKY

A Blend of the Finest Pure Malt Scotch Whiskies.

For over 80 Years WATSON'S 'E' has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

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300 Machines

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TO SELECT FROM.

Hongkong, April 16, 1907.

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TRIMMED AND

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READY TO WEAR.

Very Moderate Prices.

## EMPIRE

CINEMATOGRAPE THEATRE.

THE PIONEER HALL OF THE COLONY  
Opposite Central Market.

Performances: 7.15 to 9 and  
9.15 to 11.30 p.m.

The celebrated Italian Operatic Artists  
SIGNORINA SALVATI AND  
SIGNOR FALANTO.

TUESDAY

The Grand New Film "Semiramis."

The Great Soprano

Miss BASCANE.

English, French and Italian Songs.

these hours are in the day-time, when the conditions are not nearly so helpful for long-distance speaking as they are at night. This setting aside of the hours from 6 to 8 a.m. and from 5 to 7 p.m. for the use of mercantile ships has been found necessary in order to preserve to His Majesty's Navy a certain well-defined portion of every day. But is it a reasonable and just apportionment of facilities which gives the Navy 20 hours every day and ordinary shipping only the remaining four? In our view the answer is decidedly not. It may be suggested, in defence of the existing arrangements, that while it is true that ships of commerce can only receive and despatch messages during a very limited portion of each day, the fact that the Naval installations would be in operation at all other hours would practically ensure news of an urgent character being picked up by the Service, so that serious occurrences, such as the disaster to the Asia, would quickly be known in the Colony. We do not pose as experts on the technical aspect of wireless telegraphy but we understand that certain "wave lengths" are invariably used by Naval authorities, and that others, quite distinctive therefrom, are worked by mercantile vessels, so that a message despatched by an ordinary liner would stand a very good chance of never being picked up by a cruiser at all. The position, therefore, is much less satisfactory than it would seem at first sight; certainly, far too much is left to chance.

We contend that, if it is desirable for specified times to be allotted respectively to the Navy and to mercantile shipping, the privileges should be far more evenly divided than they are at present. No-one will dispute the desirability, or even the right, of preference being given to the Navy in time of war, but when peace prevails it is surely not too much to ask that if any preference is to be shown it shall be voted to Commerce. Of course, it may be necessary that Naval operators need to keep fairly constantly at work in order that they may reach that standard of perfection which would be absolutely needed in time of war. If that is so, and a good case can be made out along those lines, then perhaps the preference might still be retained by the Navy. Be that as it may, no-one can seriously contend but that the present balance of advantage badly needs some adjustment in favour of Commerce, and it is to be hoped that the shipping firms will strike while the iron is hot and secure a more liberal acknowledgement of their rights in this matter.

## SIAMESE PRINCE'S VISIT.

His Royal Highness Prince Chakrabong of Siam made a quiet landing at Blake Pier yesterday. He was accompanied by the Duchess of Pissulok, his wife and Capt. Agg. K.O.Y.L.I., and was met on landing by Sir Paul Chater, C.M.G., Consul for Siam. The party at once entered a motor car and did a round of sight-seeing, calling at Marble Hall, Sir Paul Chater's residence, and eventually visiting Government House, where a luncheon was given in their honour. The guests included a large number of well-known residents, all of whom were personally presented to the Prince and the Duchess of Pissulok. Luncheon was served in the ball-room, and those seated at table were:—His Excellency the Governor and Lady Lugard, His Royal Highness Prince Chakrabong, the Duchess of Pissulok, Colonel St. John, Colonel and Mrs. Bedford, Hon. Dr. Ho Kai, Hon. Mr. W. and Mrs. Chater, Sir Henry Berkeley, Sir Paul Chater, Bishop and Mrs. Oldham, Bishop Poon, Hon. Mr. and Mrs. Brewin, Mons. G. Liebert, Mons. Padoux, Mrs. Anderson, Hon. Mr. G. Clements, Commodore and Mrs. Eyres, Mrs. Alabaster, Major Woodridge, Hon. Mr. and Mrs. Pollock, Hon. Dr. and Mrs. Atkinson, Hon. Dr. Ho Kai, Dr. Barrington, Mr. Aston, Mr. A. Hamilton, Colonel Chapman, Commander and Mrs. Acton, Captain Cayley, Hon. Captain F.W. Lyons, Mr. F. Hicks, Colonel and Mrs. Wrigley, Mr. and Mrs. Stubb, Captain Simpson, Rev. Fowler Pegg, Mrs. Woodridge, Captain Power, Mrs. Barrington, Colonel Stacopol, Hon. Mr. Hayworth, Major Taylor, Rev. Dr. R. Hughes, Captain Agg, Hon. Mr. Wei, Mr. Chapman, Mr. Hall, Mr. Amos, Mr. Cooke, Captain Hunt, Colonel Hamilton and Mrs. Hamilton, Mr. Lloyd and Captain Mitchell Taylor.

Later the royal party left by the S.S. Australia for the North coast to visit the Viceroy and the Governor of New South Wales. The Prince Chakrabong is to represent his brother, the King of Siam, at the Coronation of King George.

## DANGER AVOIDED.

There is little danger from a fire at the Victoria Harbour, where the Chinese wireless apparatus is in operation. It is only granted within four specified hours out of every twenty-four, and that

## NEWS OF THE DAY.

To-day's edition for Para rubber, per Messrs Vernon and Smyth is 8s. 1d.

The French Mail of the 28th March was delivered in London on the 26th April.

The Station Hotel, Kowloon, announces as one of their attractions a fine new billiard table by Hanning Bros.

Everybody is appreciating the decided drop in the temperature to-day. We had almost made up our mind that Summer had come to stay.

Two postmen were charged before Mr. E. R. Halliday, at the Magistracy this morning, with behaving in a disorderly manner and using abusive language. Mr. J. H. Gardiner appeared to defend and the case was remanded.

The further cases of plague are notified, thus bringing the total for the year up to five. The latest occurrences are respectively from 208, Des Voeux Road West and 3975 Queen's Road West. Both are Chinese.

The following telegram was received at the American Consulate from the Manila Observatory at 12.40 p.m. to-day:—"Manila, April 27th, 1911, 11.40 a.m. Low-pressure area over northern part China Sea. A typhoon may develop in it to the E.N.E. or N.E. of Pampas."

Next troopship season, the 1st Battalion Royal Inniskilling Fusiliers will leave Tientsin, North China, for India, and will take over quarters at Mhow, where the 6th Inniskilling Dragoons are quartered. The 2nd Battalion Somersetshire Light Infantry, now at Malta, will replace the Inniskillings in North China. The 2nd Battalion of the Somersets was never previously, we believe, in China.

A fire broke out in a house at No. 101, Main Street, Shapikwan, East, and did damage to the extent of \$1,400. The local Fire Brigade turned out promptly but the whole house was gutted before the fire could be extinguished. The house next door suffered slightly by water, the firemen having directed their attention principally to saving the adjoining buildings.

In regard to the arrangements for the Coronation Service, the King has decided that the Archbishop of Canterbury shall, in accordance with continuous precedent from early times, crown the Queen as well as the King. Practically, the only exception to this was at the Coronation of King Edward VII, when Queen Alexandra was crowned by the Archbishop of York. By His Majesty's command the Sermon at the approaching Coronation will be preached by the Archbishop of York.

We regret to state that some two days ago Mrs. Spoorberg, sister of Mrs. Leffer Knox, had the misfortune to fall from her horse while riding on one of the middle levels in company with Mr. Laurier. The horse suddenly shied at a bundle of rags lying in the road, and Mrs. Spoorberg was badly thrown, with the result that she sustained a broken rib. She was at once taken to Mrs. Knox's residence, where she received medical treatment, and is now progressing as well as can be expected.

A report on the Colony's assessment for the year 1911-12, laid on the Legislative Council table this afternoon, stated that in the city of Victoria the rateable value has increased from \$8,981,905 to \$9,008,666, an addition of \$26,761 or 0.49 per cent.; while for the whole Colony it has advanced from \$11,082,178 to \$11,161,390, an addition of \$79,212 or 0.71 per cent. The number of reported vacant tenements in the City of Victoria inspected under Section 55 of the Rating Ordinance averaged about 105 monthly as compared with 135 last year.

At a meeting of the Chartered Bank of India, Australia and China, stated a London telegram dated March 30, the chairman discussed at some length the growing importation of gold into India of which during 1910 upwards of sixteen millions had disappeared into circulation or was being hoarded. He further commented on the increasing use of gold in India instead of rupees. He was unable to say what the ultimate effect would be, but there was no need for apprehensions in this connection at present in view of the increase in the gold output of the world.

## SOCIAL AND PERSONAL.

On his elevation to the Pousage Mr. Haldane, it is stated, will take the title of Viscount Haldane of Cloon.

The King has been pleased to approve of Mr. Johan Erik Ewald Eulmann as Consul-General of Sweden for the Colony of Hongkong.

Mr. Montague Eds was sworn in at the Meeting of the Legislative Council this afternoon in place of the Hon. Mr. E. Oshorne.

The death of Mr. William Cartwright, formerly Commissioner of the Chinese Imperial Maritime Customs, took place at Mentono on 18th March. Death was due to heart failure following an attack of pleurisy. Mr. Cartwright possessed an intimate knowledge of Chinese politics and finance, and was well-versed in Peking matters. During the time, now 20 years ago, he was Chinese Secretary of the Customs at Peking he was one of Sir Robert Hart's most able lieutenants.

## HONGKONG HISTORICAL RECORD.

From the Colonial Secretary we have received a copy of the Historical and Statistical Abstract of the Colony of Hongkong. This publication, which covers the whole period from the taking over of the Colony in 1841 down to the end of 1910, is the first issue of a new series, for from now onwards the Abstract is to be printed once in every ten years. The reason for this step is that the publication is a most useful record for reference—a point on which everybody will agree who looks through its pages. In the briefest manner possible principal events, trade and industries, public works and legislation are set forth for each year, while the statistical abstracts disclose a mine of information in tabulated form. A number of new sub-heads have been added in bringing the book up to date, the chief of which is that of "Undertakings of Government" under the Finance section for 1910. This includes the Post Office and the Kowloon-Canton Railway.

## THE BARMAID QUESTION.

## Publican Fined.

The case was continued at the Magistracy this morning, in which William Krater, licensee of the Rose, Shamrock and Thistle Hotel, was charged with permitting a woman to entertain customers by playing the piano in the bar-room of the hotel on the 17th inst.

Mr. P. J. Wodehouse, Deputy Supt. of Police, prosecuted, and Mr. J. H. Gardiner defended.

Mr. Gardiner said he was calling further evidence to show that neither the defendant's daughter nor any other girl was playing the piano that evening.

J. Souza, a piano player, stated that his friend, who had gone to Macao, had asked him to play for him for three days, at defendant's public house. Witness played on the 16th from 8 o'clock to 11.30 p.m. in the evening. The next night the piano was played very little. He left it for a few minutes to get a drink, but he only left it as there were few people in the bar. He saw nobody—no woman or child—playing the piano that night and he did not see defendant's daughter at all.

His Worship—How were you dressed?—White jacket and black trousers.

How long were you away from the piano?—Two or three minutes.

Only once?—Two or three times.

You were not playing all the time?—Not continually.

Mr. Wodehouse—Was there any other male pianist there that night?—I was the only one.

Did any soldier sing at the piano?—No. Captain?—Some soldiers talked to me. Private F. Stampton, K.O.Y.L.I. disposed to being in the bar on the night in question and left at 11.30 p.m., having been there since after 7 p.m. During the time he was there there was no female playing the piano. The last witness was playing the piano.

By His Worship—Defendant's daughter or wife was not there on that occasion, and he did not see them the whole evening. There was no singing of any kind that night. It was wrong that a soldier sang and that defendant's daughter accompanied him on the piano.

Mr. Wodehouse—How many drinks did you have?—I don't know; one or two. I have as many as I like when I go out to enjoy myself. I was perfectly sober when I left.

Mr. Rose was next called and disposed of being in the bar on the occasion in question and while he was there he did not hear or see any girl playing the piano. He did hear two or three soldiers singing. He was quite certain no female was playing while he was there.

His Worship—Was there a Portuguese there?—Yes.

How was he dressed?—In a black coat. You are sure of that?—It was a dark coat. Not white?—No, sir.

You have no doubt of the date?—No, sir. Mr. Gardiner said that was the case for the defence and in view of the strong contradictory evidence of the defence against the only evidence of the prosecution Mr. Murphy he asked that defendant be discharged.

Mr. Wodehouse asked that in view of the extraordinary nature of the defence he be allowed to call rebutting evidence.

His Worship—I am satisfied I must convict.

A fine of \$25 was imposed.

## PHILHARMONIC SOCIETY.

The following is the programme of the Philharmonic Society's concert to be given in the City Hall to-morrow evening at 9.15 p.m.

PART I.  
1. Liebestraum, Op. 1, No. 3, F. von Liszt.  
2. Song, "Le balais," Goring Thomas.  
3. Allegro, (Sonata for Violin and Piano) by Mendelssohn.

Mr. Timmeschmidt and Mr. Dennenberg.  
4. Duet, "Nocturne," Chopin.  
5. Presto and Finale for Piano and Orchestra by Mendelssohn.

Mr. Dennenberg.  
6. The "Ancient Mariner," Berlioz.  
7. Sonata, "The Storm," by Goldsmith.  
8. The "Ancient Mariner," Berlioz.

The booking plan is to be seen at Messrs. Lane, Crawford & Co., and tickets are 2s. each.

## CHINA'S LOAN FROM JAPAN.

## EAGERLY TAKEN UP.

(Independent News Agency's Service to the China Mail.)  
Tokyo, April 27.—The Chinese loan from the Yokohama Specie Bank has proved a big success, and the public is very forward in its applications for subscription. Even before the issue of the loan, English financiers have already applied to subscribe a big sum. So far out of these applications only Yen 5,000,000 has been officially accepted.

## AMERICA IN THE EAST.

## NEW COMMERCIAL COMMISSIONERS.

(Independent News Agency's Service to the China Mail.)  
Tokyo, April 27.—

The United States Government has just made three new appointments of Commercial Commissioners who are to come to the Far East to study export trade. One of the number has been already despatched.

## HORSE RACING.

## TWO THOUSAND GUINEAS RESULT.

(From Our Own Correspondent.)  
London, April 27.

The result of the Two Thousand Guineas is as follows:—

Sun Star ..... 1.  
Steadfast ..... 2.  
Lycan ..... 3.

The winner got home two lengths ahead of Steadfast.

The betting was 5 to 1 against Sun Star, 100 to 9 against Steadfast and 50 to 1 against Lycan.

## ENGLISH CUP FINAL.

## BRADFORD WIN IN THE RE-PLAY.

(From Our Own Correspondent.)  
London, April 27.

The re-play in the final for the English Football Cup took place at Manchester yesterday in the presence of a huge crowd of spectators.

The finalists were Bradford City and Newcastle United, and the result was a win for the former by 1 goal to nil.

After Bradford had scored, the Newcastle forwards made a prolonged attack on their opponents' goal and several times came near scoring.

In the concluding stages of the game Newcastle made desperate efforts to equalise, but they could not get through Bradford's solid defence, and lost the game as stated.

(Note—Last year Newcastle United won the Cup for the first time, beating Burnley by 2 to nil after a drawn game of 1-1 had been played.)

Newcastle has been notoriously unlucky in the final, having got through to the last round on five occasions but only winning once.—Ed. G. M.)

## PARTITION OF MOROCCO.

## GERMAN DEMANDS.

(Reuter's Service to the China Mail.)  
London, April 23.

A message from Berlin states that Herr Paugermann, editor of the Rheinische Westfälische Zeitung, says that if France seriously resists the German demand for the partition of Morocco she will bear the responsibility of war.

## TURKS DEFEATED BY ALBANIANS.

## TWO COMPANIES AMBUSHED.

(Reuter's Service to the China Mail.)  
London, April 23.

Telegrams from Vienna speak of the severe defeat of the Turks by an Albanian Catholic tribe on the heights east of Tusi.

According to the Turkish official account several detachments of Albanians surrounded two Turkish Companies sent from Tusi and ambushed them.

Twelve Turks were killed and many wounded.

The armed cruiser Defence has been selected to act as escort to the King on his visit to India. This will, somewhat delay her departure for the China station, says Truth. Upon the arrival of the King the Defence will immediately proceed to Hongkong. She was got up as a "show ship" to escort the Balmoral Castle to South Africa, and, although she went through the late manoeuvres off the coast of Spain, she still wears a yacht-like appearance.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th to the 29th instant, both days inclusive.

By Order of the Board of Directors.

A. Charlton.

SECRETARY.

Hongkong, April 14, 1911.

## ASTOUNDING CANTON RUMOURS.

## ARE THE TROOPS LOYAL?

## REPORTED PLAN FOR SEIZING CITY.

(Wah Te Yai Po's Service.)  
Canton, April 27.

There are constant and serious rumours here to the effect that the newly-trained soldiers are in league with the Revolutionists and that they intend seizing the city on the first day of the fourth moon, that is on April 29th.

It is further said that the Army officers, on hearing this, ordered that all the rifles in the hands of the troops should be relieved of certain parts of their mechanism in order that they may be rendered useless, and in this way to ensure that the rebellious soldiers shall have no arms with which to fight.

Yesterday and again to-day large numbers of people left the city, many going down to Hongkong.

## AMERICA AND JAPAN.

## SPEECHES BY PRESIDENT TAFT AND AMBASSADOR UCHIDA.

(Reuter's Service to the China Mail.)  
London, March 27.

A telegram from New York states that at a banquet held under the auspices of the American Asiatic Society the Right Hon. Mr. Philander Knox, Secretary of State, and Mr. Uchida, the Japanese Ambassador, dwelt on the existing harmony between Japan and America.

President Taft wrote saying that the recently-negotiated Treaty between the two countries showed a friendship so strong that they could well afford to regard with complacency mischievous and malicious rumours which lacked foundation.

Mr. Uchida said Japan would never go to war with America unless forced to. Japan's ambition was not to see the Japanese flag dominate the Pacific, but to see the Ocean hung with the mingled splendours of the Stars and Stripes and the Sun flag of Japan.

## THE ASIA AT THE MERCY OF PIRATES.

The S.S. Chenan arrived in port to-day from Shanghai. Capt. Lloyd Jones reports that on the 25th inst. he saw the S.S. Asia ashore on Finger Rock. He took his vessel close up to her, but soon saw that all Europeans had abandoned her. The wrecked steamer was swarming with Chinese, who were busy in looting operations, apparently getting everything they could possibly lay their hands on.

## "THE FOLLIES."

Messrs. S. Moutrie and Co. inform us that we may expect an event "with 'The Follies'" on Saturday, the 18th proximo. The Company have to fulfil an engagement at the Club Theatre, Canton, on the 16th and 17th and will play here on their way through. Further particulars will appear in our advertising columns later.

The armoured cruiser Defence has been selected to act as escort to the King on his visit to India. This will, somewhat delay her departure for the China station, says Truth. Upon the arrival of the King the Defence will immediately proceed to Hongkong. She was got up as a "show ship" to escort the Balmoral Castle to South Africa, and, although she went through the late manoeuvres off the coast of Spain, she still wears a yacht-like appearance.

## H. Price &amp; Co., Ltd.

## NOTICE TO SHAREHOLDERS.

The FOURTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the COMPANY'S OFFICES at 12, QUEEN'S ROAD CENTRAL on SATURDAY, the 20th inst., at 12.30 p.m. for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th to the 29th instant, both days inclusive.

By Order of the Board of Directors.

A. Charlton.

SECRETARY.

Hongkong, April 14, 1911.



## KOWLOON RAILWAY EXPENSES.

## Discussed by Legislative Council.

## Colonial Secretary's Vigorous Report.

The resolution "It is hereby resolved that a sum of \$412,501.50 be advanced out of funds in the custody of the Government for the construction of the Kowloon-Canton Railway (British Section) during the year 1911," proposed by His Excellency the Governor, at the last meeting of the Legislative Council, came up for discussion at the meeting this afternoon.

Hon. Mr. Clements said:—Sir, I request the permission of Council to resume the discussion of the resolution with amendments on the Order of the Day and was adjourned at our last meeting. The resolution proposes in effect that out of the unexpended balance of the railway loan authorized by Ordinance No. 11 of 1908 a sum of \$412,501.50 should be advanced for the requirements of the British section of the Kowloon-Canton Railway during the current year. What these requirements are is stated in detail in the 5th column of the 1st table appended to Mr. Lindsey's report of the 15th inst., which I had the honour to lay on the table of this Council last Thursday, and I confidently look for the support of honourable members in passing the present resolution, since it not only covers the cost of completing the main line but also provides for the construction of a branch line from Fan-tung to Shau-keek and considerable additions to rolling-stock on account of through traffic to Canton; and nevertheless shows a saving of \$74,568.11 on the revised estimate which was presented to Council and accepted without dissent and without even debate, in April last year.

It would have been unnecessary for me to detain the Council longer were it not for certain remarks made at our last meeting by the Honourable member who represented the Chamber of Commerce. The Honourable member said:—"I doubt if any other railway in the world, with the exception of one or two in South America, has ever cost such a terrible sum of money. I certainly think that those who are responsible for the construction and expenditure have not had the proper interests of the taxpayers before them." He said that the original estimate for the line "was something between 5 and 6 million dollars." He expressed the opinion that the "British section of the Kowloon-Canton Railway" was "over comparatively simple country," and he finally made, without the slightest hesitation, the statement that "there is no necessity for a railway 22 miles long to go to the expense of keeping two large stations which cannot possibly be kept fully employed."

Sir, it has been said by Coleridge that "Truth is a good dog, but beware of barking too close to the heels of an error, lest you get your brains kicked out." I have, therefore, some hesitation in following the lead of the Honourable member's errors, and the Council will be relieved to hear that I propose to abstain entirely from barking. I cannot, however, allow so many mistakes to pass without at least a word of dissent; and as regards the question of whether I must add my protest to that contained in an interesting letter written to the *Hongkong Telegraph* on the 21st inst., by "one associated with railway construction and management in other parts of the world," the writer says in the letter:—"Experience has elsewhere and universally proved that a railway can no more be economically and profitably worked without its own workshops, than our homes can be economically or satisfactorily run without their kitchen." I commend the letter to the Honourable member's attention and I may add to what Your Excellency has already said on this subject that it was not possible to lay sidings to small yards such as Bailey's and MacDonald's and others of a like capacity; and that the Tientsin Dock and the Naval Yard, as a little thought would have shown, were out of the question, because it is not possible to transport engines and rolling stock across the harbour on lighters every time they need repair. The choice, therefore, was between providing in general shops or giving a monopoly of railway repairs to the Hongkong and Whampoa Dock Company. Taxpayers will, I think, agree that it would not have been sound business to place the railway solely in the hands of the Dock Company without the usual safeguards afforded by competition; moreover, in the opinion of experts there are grave objections to allowing rolling stock to go out of the supervision of the railway staff. On this point I venture to read the following further extract from the letter which appeared in the *Hongkong Telegraph*:—"It is quite possible for the heavy repairs of railway engines and vehicles to be done by private firms and outside shops, but not economically done. Such work requires special machinery and tools, and such plants are not ordinarily provided in general workshops in the same way as in essentially locomotive shops. Then, again, it is quite impossible to have light repairs done outside. Some have to be done at once, and this can only be by the railway having an engine and a few tools, machinery and men. The Honourable member has not taken fully into consideration, if at all, the most important fact of all and that is that railway locomotive engineering is a specialty, and that there are requirements in actual railway working which can only be met by a locomotive expert with the specific experience and training which cannot in the same degree be possessed by the staff of engineers engaged in general engineering works such as are found established for other commercial purposes." These statements are sound, and they coincide with the expert advice given to this Government on the subject, and I am glad to have this opportunity of thanking "Outside" for his letter.

Sir, I could hardly believe my ears when I heard the Honourable member remark that our railway runs "over comparatively simple country." All country is no doubt simple when untraversed in agreeable post-prandial reveries and a leisurely railway carriage, but will the Honourable member accompany me on a walk from Kowloon to Lo Wu over the entire line of the existing railway? It would give me the greatest possible pleasure to accompany the Honourable gentleman on such an expedition, for the case is emphatically one to which the method "Scientific Ambulation" should be applied. But perhaps I am taking the Honourable member at a disadvantage; for I have frequently had occasion to walk over the entire line of the railway both before it was constructed and during its construction. Therefore, in order that he may be forewarned as to the nature of the country which he will have to cross I have brought with me progress plans and sections of the railway and I would invite such members of Council as are not yet satisfied that our railway traverses unusual, difficult and arduous country, to study these plans with some attention. They will contain such items as 6 tunnels of a total length of 8,754 feet, 40 bridges and

culverts, many heavy cuttings, high banks rising along an exposed face, and often built through the sea—all in a length of 22 miles. If such works are required in "comparatively simple country," then I take it the Honourable member would concede that the railway, unless it were so rugged that remunerative traffic could not possibly be constructed through it.

The Honourable member referred to Mr. Bruce's original estimate of \$5,000,000. But Your Excellency explained to the Council, long ago, at the 8th February, 1908, and again on the 10th June, 1909, at meetings attended by the Honourable member, that Mr. Bruce's figures were in no sense a detailed estimate, that no drawings or calculations of quantities and rates were supplied with his estimate, and that his estimate was considerably altered by Mr. Bruce. Mr. Bruce's problem was to determine which of three suggested routes the railway should take, viz. whether it should be built via Castle Peak and San Tin, Chong-shi-wan along the line of the Teipo Road or through the Beacon Hill. He made preliminary surveys and estimates and decided finally, and, as all experts agree, rightly—in favour of the Beacon Hill line. There his work ended. The first detailed estimate was that submitted by Mr. Bruce in June, 1907, and amounted to \$8,000,042. This estimate was revised by Mr. Bruce in 1908 and increased to \$11,004,128. It was again revised in 1910 and increased to \$12,371,488. It has not been finally revised by Mr. Lindsey and reduced to \$12,236,029. The reasons for these variations in the estimate were fully explained to the Council in Your Excellency's speeches of 15th May, 1909, and the 10th March, 1910, as well as in the various speeches made at the last meeting of Council, and in order to avoid vain repetition I would request Honourable members to be good enough to re-read these speeches, in which they will find a full account of the financial history of the railway. I would also invite reference to the various statements in Mr. Lindsey's report of 28th February, 1910, and the 5th inst., both of which have been laid on the Council table.

The Honourable member for the Chamber of Commerce doubted whether any railway in the world except one or two in South America had ever cost so much as ours; and he placed the cost of our railway at what he called "the incredible sum of something like \$20,000 per mile." Presumably, he arrived at this figure by taking the total revised estimate of \$12,236,029 and dividing it by 22 miles, the product thus obtained being some \$559,351 per mile; but it must be remembered that the very heavy cost is due directly to the very short length of our railway, and to the unfortunate fact that the British section runs through extremely difficult country. I have been informed by Mr. Chao Ching-hua, manager of the Chinese section of the Kowloon-Canton Railway, that the probable capital cost of the Chinese section, which is 89 miles long, had been run through comparatively simple country, will be some \$15,000,000. Therefore the capital cost of the whole line from Kowloon to Canton will probably be \$27,736,029 for a length of 111 miles, or \$250,442 per mile—by no means an "incredible sum." But judgments by averages and percentages tend often to be fallacious and I would refer Honourable members to the judicious remarks made by Mr. Murray Stewart in this Chamber on the 15th June 1909. He said:—"A very misleading impression is created by simply taking the total of the revised estimate (for the railway) and dividing it by the number of miles between Kowloon and Sham Chun. The product is startling, but if to the original 22 miles were to be added the many miles of sidings which will be provided at the terminus, much better results would appear. Even so, however, justice would not yet be done. If the whole cost of reclamation is to be debited to the railway, some thought should be taken of the value of the land reclaimed, some of which will be used for other than strictly railway purposes—for godowns and other requirements of the Port scheme. Here, after that land should prove a valuable asset to the Colony."

It will I submit, Sir, be much more to the point if the Honourable member for the Chamber of Commerce can indicate in less general terms in what way, if at all, money has been wasted. I have consulted Mr. Lindsey and I give the following figures and comments upon his authority. The cost of the Beacon Hill single-track tunnel was \$455.29 per foot in Mr. Lindsey's opinion, and the average cost of the other 4 double line tunnels was \$370.74 per foot—very cheap for such work. Reclamation also was very cheap; it cost 65 cents a foot. "The rates paid for earthwork and bridging were extremely moderate, and here the assumption (save at the terminus in Kowloon) was very cheap. It is unfortunately true that owing to the failure of some major and minor bridges a loss of \$94,378.97 was incurred, but the Engineer responsible for the error was not judgment, which resulted in those failures, but the engineering staff of this Government, and I would remind you that the loss in question amounts to no more than 0.7 per cent of the capital cost of the line. Can the Honourable member point out any other item on which there has been waste of money? If he cannot, I beg to suggest to him that he should withdraw the undeserved slur which he cast upon the past and present staff of our railway in saying that those who are responsible for the construction and expenditure have not had the proper interests of the rate-payers before them," and that he could "not understand how it is possible they can say they have done the best they can in the interests of the rate-payers." I do not think that the Honourable member could have weighed these words before he used them; and on behalf of an exceedingly hard-working staff of British engineers who have given their best efforts to the construction of the railway and who cannot themselves reply to the Honourable member's criticism, I emphatically repudiate the suggestion that they have not conscientiously endeavoured from first to last to construct the line with the utmost care and economy.

I submit, Sir, that the true method of analyzing our expenditure on the railway is not to say that the total length of the line is 22 miles and that its cost \$250,442 per mile; but, rather, to say that 6 miles of our line built over comparatively simple country cost \$116,618 per mile; that 14.13 miles in very arduous country, cut for a double line, and including 34 miles of reclamation available both for railway purposes and for lease to the public, cost \$777,400 per mile; and that 1.23 miles of tunnelling in rock cost \$2,560,029 per mile. This leaves a balance of \$4,834,328 which is not directly chargeable to construction and includes such items as \$618,000 for reclamation of Blackhead, \$378,000 for purchase of rolling stock, \$310,892 for the construction of a new wall, dredging, and concrete, \$124,000 for workshops, \$72,000 for the Fan Ling branch line and further sums on a variety of interests and house charges. I venture to think that expert opinion

will pronounce these figures to be very moderate, and in conclusion I may add upon the authority of Mr. Lindsey that there is no better laid road-bed out of England than that of the British Section of the Kowloon-Canton Railway. Mr. Howett asked if the \$747,000 spent on public works had which was transferred to the Public Works Department included the two lots on Salisbury Road and the reclamation ground at Blackhead Point, a property resumed by the Government last year. He should like an answer to that before he went on with his speech.

His Excellency said that the two lots were included in the total sum debited to the railway. They had been acquired by the Government and would be disposed of either to the Colony or to private persons at any time. Blackhead's reclamation had been debited to the railway. There would be considerable areas of the reclamation which would not be used for railway purposes, and this would be available for lease or rent. The matter was not an important one and for the moment had not been decided.

Hon. Mr. Howett continued that they had to pay \$12,300,000 on the railway as it stood and the amount did not cover the amount of the terminal station. In addition there was \$70,000 or \$80,000 for the cost of the railway station. He did believe that if the railway had been constructed on a proper system instead of by day-to-day work, they might have got the railway completed quicker and at less cost. They were still in doubt as to where the terminal station would be, but he gathered that in the building cost of the railway, \$12,300,000—there was a sum of seven and half millions which had been paid for land which was not required at present and would have to be disposed of later.

He was much afraid that it would be some considerable time before the *Godowns* which were now in existence in the *Godowns* were fully required for the trade of the Colony. In view of the personal attack which the Hon. Colonial Secretary had made on him he would speak for himself and without the consent of his colleagues although he trusted that they would endorse his statement. The letter written to the *Hongkong Telegraph* under a *nom de plume* was not worthy of the attention of a high official and was certainly not to be weighed in the manner it had been weighed. Mr. Howett went on to say that after the last meeting of the Council a man, who was presumably a half-digested breakfast and certainly had not digested the report of the meeting, wanted to "have it out" with him for attacking the engineers. He had assured him later in the day that what he had said was not as bad as the engineers, and he was astonished that the Colonial Secretary should think it was. His words were directed to the whole system and not to the officials. Still, he did consider that most money had been spent on the railway.

Hon. Mr. H. E. Pollock, K.C., said that the words used by the hon. member were calculated to throw a slur on the engineers. The speaker dealt with previous speeches on the railway and thought sufficient explanations had been given on previous occasions.

It did not appear, judging from the reports in *Harvard*, which was fair evidence to take, that on October 21, 1909, the official members took any opportunity for criticizing the railway policy or the management of the railway. The table on May 13 of the same year, or on later occasions when the estimate had moved up some what until it was at the present figure.

The hon. member had made statements which were contradictory. He admitted that he had received good value for the money spent on the railway. That was what he (the speaker) contended.

Hon. Mr. Howett said he must object to mis-statements. He had not said that they had received good value for the money spent on the railway. What he did say was that they had received good value for their money as regards the rolling stock, tunnelling, and permanent way. But that did not mean that they had got \$12,300,000 worth for their money.

Hon. Mr. Pollock accepted the correction and said that the prospects for the railway were greater than they had expected. He did not propose to deal with the working agreement with the Chinese, for he had the impression that the Chinese would eventually come round to their way of thinking.

After further discussion the resolution was adopted.

## CANTON'S FINANCIAL DIFFICULTIES.

It is reported that the Viceroys of Canton does not find revenue coming in so rapidly as was anticipated since the gambling dens were closed. Moreover the closing of the two banks Yuen Fung and I Shih has upset the money market, made money scarce, and otherwise disjoined matters. His Excellency has therefore sent a telegraphic message to Peking, to the Imperial Treasury, in which he has requested permission to issue Government notes to the extent of three million and a half dollars. If the Board at Peking had given its consent the first issues would have been made during the coming autumn. These were to be redeemed gradually until the end of the sixth year of Sun Tung. The reply, however, is not exactly what was hoped for. The Viceroys is told that the Board does not look with favour upon this method of raising funds for local purposes. Meanwhile, it is regretted that the present is a critical time for Kwangtung, because of the closing of the gambling dens, but the Board's view is that "the time is between green and yellow"; that is to say, the time of harvest has not yet arrived. Therefore, some leniency may be shown. In fact, permission has been granted for the issue of notes to the extent of two million dollars. On the other hand the redemption of these bonds is not to be delayed till the date suggested, but every effort is to be made for their redemption as speedily as possible. The postponement to any fixed date is in opposition to the principles now directing the policy of the Board of Revenue. His Excellency has, therefore, conforming to these instructions, ordered the official bank in Canton to set about preparing to issue the notes which have been sanctioned.

## LEGISLATIVE COUNCIL.

His Excellency Sir Frederick Lugard presided at the meeting of the Legislative Council held to-day. There were also present:—

Hon. Mr. C. G. ALABASTER, Acting Secretary.  
Hon. Mr. C. G. ALABASTER, Acting Attorney General.  
Hon. Mr. A. M. THOMSON, Colonial Treasurer.

Hon. Mr. W. CHATHAM, C.M.G., Director of Public Works.  
Hon. Mr. A. W. BRAWNE, Registrar General.

Hon. Capt. F. W. LYONS, Acting Capt. Supt. of Police.  
Hon. Dr. Ho Kai.

Hon. Mr. H. E. POLLOCK, K.C.  
Hon. Mr. Wai Yik, C.M.G.  
Hon. Mr. E. A. HERRICK.  
Hon. Mr. H. K. SWICK.  
Hon. Mr. E. OSMOND.  
Hon. Mr. MORRISON, Esq.  
Mr. R. CHORLEY (Clerk of Council).

## THE FLOODING ORDINANCE.

Hon. Attorney General proposed the second reading of the Bill entitled An Ordinance to amend the Flooding Ordinance, 1908.

Hon. Colonial Secretary seconded and the Bill was read a second time.

The Council went into committee on the bill.

## QUESTIONS BY DR. HO KAI.

Hon. Dr. Ho Kai gave notice that at the next meeting of the Council he would ask the Government to lay on the table a return of the total amount of revenue, the total amount of expenditure, the amount of the margin; the amount of the military contribution; and the amount of Public Works extraordinary from the years 1895 to 1911 inclusive.

## FINANCE COMMITTEE.

At a meeting of the Finance Committee subsequently held, the Colonial Secretary presiding, the following votes were considered and passed:—

## LEGAL.

A sum of \$3,423.57 in aid of the Judicial and Legal Departments, D.—Law Officers, Personal Emoluments, Crown Solicitor's Office, Crown Solicitor (being salary of Mr. J. H. Kemp of £4,000 per annum for the period from 1st January to 31st August, 1911).

## SPORTING.

## Cricket.

R. A. M. C. AVERAGES.  
The Cricket averages of the R. A. M. C. for the season are as follows:—

## BATTING.

Names	No. of overs	No. of runs	No. of wickets	Total runs	Average
Major F. S. Potts	18	5	62	286	22.00
Mr. Col. Fayer	12	0	42	187	15.58
Q. M. S. Davies	22	4	40	231	19.16
Sgt. Wills	22	2	37	217	10.85
S. Major Edgar	30	0	25	316	10.63
Capt. B. A. Craig	5	1	22	41	10.25
Capt. A. D. Waring	16	0	46	162	10.12
Pte. Riley	25	1	35	219	9.12
Sgt. Worswick	25	0	28	216	8.64
Sgt. Prince	11	1	26	56	8.00
Pte. Claridge	12	4	12	49	6.12
Pte. Stammers	25	0	33	143	5.72
Pte. Haigh	15	5	10	49	4.90
S. Sgt. Worswick	16	2	12	56	4.00
Pte. White	13	1	13	35	3.20
Pte. Hill	8	0	5	15	1.98

## BOWLING.

Bowlers Name	No. of overs	No. of runs	No. of wickets	Total runs	Average per wicket
Pte. Riley	137	5	72	489	6.79
Sgt. Worswick	75	8	34	260	7.64
Q. M. S. Davies	161	10	78	644	8.25
Sgt. Wills	111	12	32	475	12.63
Pte. Hill	64	0	16	213	13.00
Mr. Col. Fayer	51	4	19	299	15.73
S. Sgt. Worswick	29	0	8	189	23.62

## Boxing.

ERENHACH AMATEUR CHAMPIONSHIPS.  
The following are the results of the Amateur Boxing Championships held at the Alexandra Palace:—  
Bantam Weight—Allen, of the Polytechnic.  
Feather Weight—Bower, of St. Pancras.  
Light Weight—Spenceley, of the Old Goldsmiths.  
Middle Weight—Child, of Cambridge.  
Heavy Weight—Smith, of the Metropolitan Police.

## French Boy Beats Tennis Champion.

Wilding, the all-England tennis champion, was defeated in the final for the French championship by a French boy aged sixteen, named Laurence.

## The Metropolitan Stakes.

The result of the Metropolitan Stakes was:—  
Kilbroney ..... 1  
Bagatow ..... 2  
Clanmoly ..... 3

The race was won by a length. Bagatow 6 to 1 against Kilbroney, 11 to 2 against Bagatow, 100 to 8 against Clanmoly.

While an Italian cyclist was endeavouring to carry smuggled goods across the Alps in an aeroplane, his machine fell with him. He was found at the foot of Mt. Genis with both legs broken. He had spent the whole of one night in the snow.

## Drug Needs

FOR

NOW

WE try to conduct our store so that

whenever you need any Sick

Room, Bath, Toilet, or House-

hold Drug or appliance, our name

will instantly come to mind. Let

us emphasize that

—Our Stocks are Right—

—Our Goods are Right—

—Our Prices are Right—

—Our Service is Right—

We dispense prescriptions exactly

as written by your physician, using

none but purest quality, full strength

drugs and chemicals. Our Double-

check system protects you against

errors.

WATKINS, Ltd.

CHEMISTS.

51, Queen's Road Central,

HONGKONG.

THE EDWARD DISPENSARY,

C. KAMMING & CO. LD

CHEMISTS, DRUGGISTS, etc.

MANAGER—CHENG KAM MING

(late Head Dispenser, Government Civil Hospital).

PRESCRIPTIONS ACCURATELY

DISPENSED.

PURE DRUGS. PATENT MEDICINES.

PRICES MODERATE.

62a, Queen's Road Central

Hongkong, February 9, 1911.

194

VICTORIA SKATING RINK,

DES VOUEX ROAD CENTRAL,

Opposite the Central Market.

LAST FEW DAYS

BEFORE SEASON CLOSES.

FIVE SESSIONS DAILY.

PRICES REDUCED.

Hongkong, November 29, 1910. 1441

BANDMANN OPERA CO.

Two Artists Indisposed.

It was a great disappointment to the very large number who assembled at the Theatre Royal on Wednesday night, to find that the Bandmann Opera Co., who concluded a most successful season in Hongkong last night, were unable to stage "A Waltz Dream" owing to the sudden indisposition of Miss Madge Vincent and the continued illness of Miss Rowler. However, while by no means compensating for the disappointment experienced, the company gave a variety of entertainment which was certainly meritorious to have been arranged on the spur of the moment. A number of interesting songs and dances were given by the several members, but by far the most comical were those of Mr. A. Frith, who was recalled again and again. The person who, at the invitation of Mr. Stamford, was asked to select something from the *China Menu* to be sung to extemporized music, must have been something of a local wag for the particular article selected was none other than the names of those present at the meeting of the Sanitary Board the previous day! The way in which Mr. Stamford sang the words to his own accompaniment was indeed amusing and it simply brought the house down.

The company left to-day for the North by the English Mail.

KEEP IT AT HAND.

KEEP Chamberlain's Pain Balm at hand, become acquainted with its many uses and intrinsic merits and it will save much suffering as well as time and money. It promptly relieves the pain resulting from cuts, bruises, sprains or injuries from any cause and the wound is healed in less time than by any other treatment. For sale by all Chemists and Druggists.

7

## HONGKONG-NEW YORK.

REGULAR SAILINGS VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT MALABAR COAST).

FOR NEW YORK: on or about 4th May.

FOR BOSTON AND NEW YORK: on or about 11th May.

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

## NATAL LINE OF STEAMERS.

TAKING Cargo on through Bill of Lading to SOUTH AFRICAN PORTS with transhipment at CAIRO, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND "AFRICAN LINE."

Proposed Sailings from Hongkong.

Steamers from Hongkong. On or about Connecting at Calcutta with On or about

LIGHTNING ..... 2nd May.

NAMSANG ..... 8th May.

LAISANG ..... 13th May.

For Freight and further particulars apply to

DODWELL & CO., LTD., Agents.

## EXPANDED METAL.

FOR PLASTER WORK AND RE-INFORCED CONCRETE CONSTRUCTION

AS USED IN

NUMEROUS

IMPORTANT

WORKS

IN

GREAT BRITAIN







## Shipping.

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.HOMEWARD PASSENGER SEASON 1911.  
PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON.

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Tons	Leave Hongkong	Connection Steamers	Tons	Leave	Due
ASSAYE	7800	May 13	Morea	10000	May 27	June 3
DELTA	8000	May 13	Mocatta	10000	May 30	June 6
DEVANHA	8000	May 27	China	8000	June 23	July 1
DELTA	8000	June 10	Malwa	11000	July 9	July 15
ARCADIA	7000	June 24	Macedonia	10000	July 23	July 29
DELTA	8000	July 8	Marmora	10000	Aug. 6	Aug. 12
ASSAYE	7800	July 22	India	8000	Aug. 20	Aug. 26
DELTA	8000	Aug. 5	Madras	10000	Sept. 3	Sept. 9
DEVANHA	8000	Aug. 19	Morea	11000	Sept. 17	Sept. 23

Passengers change steamers at Colombo, and those of Brindisi transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

Fares to London (Including Suez).  
1st Saloon..... £11.10 Single. £106.14 Return.  
2nd ....." £48.8 ....." 27.12In addition to the above Mail Steamers the following  
INTERMEDIATE (Non-Transit) STEAMERS  
WILL LEAVE FOR

## LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Tonnage	Leave Hongkong	Due London
SICILIA	6700	May 17	July 3
SUMATRA	4600	May 31	July 17
NILE	6700	June 14	July 31
NUBIA	5900	July 12	August 27
SIDRA	4200	July 26	September 10
SYRIA	5600	August 9	September 24
NORE	6700	August 23	October 8

These Steamers call also at Singapore, Penang, Colombo, and Marseilles.  
FARES TO LONDON (including Suez).1st Saloon..... £36.00 Single. £32.10 Return.  
2nd ....." £38.10 ....." £37.4For further particulars Apply to  
E. A. HEWETT,  
Superintendent.MESSAGERIES MARITIMES  
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,  
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,  
Via SHANGHAI.

For	Steamers	Captain	To Sail
SHANGHAI KOBE AND YOKOHAMA	NERA	CASANOVA	May 8, P.M.
MARSEILLES Via Port	TOURANE	LANCERIN	May 19, at 1 P.M.

TRANSHIPMENT on the Co's Steamers at Singapore for BATAVIA, at Colombo for CALCUTTA, BOMBAY and AUSTRALIA, at Port Said for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles. For further particulars apply to

P. THOMAS, Agent,  
QUEEN'S BUILDING.

## HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA.'

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES,  
Via STRAITS AND COLOMBO,  
TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

## NEXT SAILINGS FROM HONGKONG.

Outward	Homeward
For Shanghai, Kobe & Yokohama	For Rotterdam, Hamburg & A'werp
S.S. FREIENFELS ..... 6th May.	S.S. BELGRAVIA ..... 8th May.
S.S. SCANDIA ..... 18th May.	For Havre, Bremen & Hamburg
S.S. SLAVONIA ..... 4th June.	S.S. SUEVIA ..... 10th May.
S.S. SEGOVIA ..... 16th June.	For Rotterdam, Hamburg & A'werp
S.S. SPEZIA ..... 1st July.	S.S. SACHSEN ..... 25th May.
S.S. SILESIA ..... 12th July.	For Marseilles, Havre & Hamburg
S.S. C. FERD. LAEISZ ..... 28th July.	S.S. BAYERN ..... 3rd June.
	For Rotterdam & Hamburg
	S.S. ARCADIA ..... 6th June.

For further Particulars, apply to  
HAMBURG-AMERIKA LINIE, Hongkong Office.PHILIPPINE STEAM  
SHIP Co.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	4,000	M. O. Smith	Manila, Cebu & Iloilo	Saturday, April 29, at 4 p.m.
RUBI	4,000	S. Oraby	Manila, Cebu & Iloilo	Wednesday, May 10, at 4 p.m.

For Freight or Passage, apply to  
Shewan, Tomes & Co., General Managers.

## Shipping.

## THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR  
VANCOUVER, B.C. & SEATTLE,  
via SHANGHAI and JAPAN PORTS.

STEAMER	Tons	Captain	ON OR ABOUT
SUVERIC	2232	F. S. COWLEY	4th May.
KUMERIC	2232	G. D. COGILL	30th May.
LUCERIC	2400	J. MATTHEW	30th June.

To be followed by other steamers of the Company at regular intervals. The Steamers of the BANK LINE, LTD., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at AMOY and KEELUNG if sufficient inducement offers. The Steamers of the Line are of the most modern type, have excellent accommodation for steering passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucerne" and "Ottier" also, having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports. For Rates of Freight or Passage apply to

THE BANK LINE, LIMITED,  
King's Building, Praya Central.  
Telephone No. 780.

## INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD  
THE QUICKEST FREIGHT TRANSPORT FROM THE  
ORIENT TO SOUTH AFRICA.

CARGO carried on through Bills of Lading from Hongkong to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at Colombo.

## PROPOSED SAILINGS.

From HONGKONG. 16th May. s.s. ELLERIC.....12th June  
From COLOMBO.For Rates and further information, apply to  
THE BANK LINE, LIMITED,  
(MANAGING AGENTS).

Hongkong, April 1, 1911.

## AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL, GAS COAL, HOUSE COAL.

From the West Wallend and Aberdare Mines (New South Wales) always on hand.

For Prices, delivered or ex Godown, apply to

ANDREW WEIR &amp; CO.,

(THE BANK LINE AGENT)

King's Building, (Fourth Floor).

Hongkong, February 8, 1911.

## TOYO KISEN KAISHA.

IMPERIAL JAPANESE

## TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing
AMERICA MARU	11,000	A. G. STEVENS	Friday, May 5, 1 P.M.
TENYO MARU	21,000	E. BENT	Friday, May 12, 1 P.M.
NIPPON MARU	11,000	H. S. SMITH	Friday, June 2, 1 P.M.
CHIYO MARU	21,000	W. W. GREENE	Friday, June 30, 1 P.M.

\* Triple Screw, turbine engines. \* Twin Screws.

All steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The Twin Screw Steamer AMERICA MARU will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 6th May, at 1 P.M.

## SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLO)

Only Regular Direct Service to Mexican, Peruvian and Chilean Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing
HONGKONG MARU	11,000	H. HINOKUMA	Saturday, June 17, 1 P.M.
KIYO MARU	17,200	H. NISHI	Tuesday, Aug. 15, 1 P.M.
BUYO MARU	10,500	K. HANABISHI	Saturday, Oct. 14, 1 P.M.

The Steamer "HONGKONG MARU" will be despatched for VALPARAISO and CORONEL, via MOJO KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO &amp; ICHIQUE, on SATURDAY, the 17th June, at 1 P.M.

FARES FROM HONGKONG.

TO SAN FRANCISCO.....£ 45-0-0, Single.

TO NEW YORK....." 2-0-0-0, "

LONDON....." 7-10-0-0, "

SALINA CRUZ OR MANZANILLO.....£ 25-0-0, Single.

VALPARAISO....." 420-0-0, "

SPECIAL RATES (first-class only) are granted to the undermentioned and their families when travelling at their own expense.

To European Points:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Services of the Governments of China and Japan.

To Canadian and United States Points:—Commissioned Officers of the United States Army, Navy, and U.S. Consular Officials stationed at ports of call.

To all Points:—Missionaries and their families.

(These concessions apply to San Francisco line only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent Cuisine and Accommodation.

The "TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screw. Recently speed 21 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For further particulars apply to  
K. MATSUDA, Local Manager,  
KING'S BUILDING (Opposite Blake Pier).

Hongkong, January 27, 1911.

A HISTORY OF UNION  
CHURCHBy the Rev. G. H. BONDEFIELD and  
BYER BALL, M.R.A.S.

Edited by Rev. C. H. HICKLING.

To be had at the 'China Mail' Office,  
5, Wyndham Street.

Price.....£1 0/0

A RAMBLE  
SOUTHERN FORMOSA.

With Woodcuts.

Price.....£3 3/0

To be had at the 'China Mail' Office.

## Shipping.

THE EASTERN & AUSTRALIAN  
MAIL SERVICE

TO AUSTRALIA.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	May 5.	May 2nd, at 11 a.m.
ST. ALBANS	June 2.	May 27th at Noon.
EASTERN		June 24th, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans, and daily qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.  
Agents.

Hongkong, November 2, 1908.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans, and daily qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.  
Agents.

Hongkong, November 2, 1908.

## THOS. COOK &amp; SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, etc.

Head Office for the Far East: 18, DES VŒUX ROAD CENTRAL, HONGKONG.

SHANGHAI, 2-3, FOOCHOW ROAD. YOKOHAMA, 32, WATER STREET.

TICKETS supplied to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, April 4, 1908.

## Regal Boots

AND

Shoes

FOR SALE

AT REASONABLE PRICES.

THE SAVOY.

8, D'Aguiar Street  
(Opposite Court House).

M. MATSUDA, Agent.

Hongkong, April 26, 1911.

## WING ON Co..

TAILORS AND OUTFITTERS, EXPORT AND IMPORT MERCHANTS

HAVE JUST RECEIVED NEW SHIPMENTS OF

Drapery, Grocery, Ironmongery, Crockery, Glass and China Ware, Furniture, Watches &amp; Clocks.

The Cheapness and quality of their Goods have no equal.

209-213, DES VŒUX ROAD CENTRAL.

107 &amp; 108, CONNAUGHT ROAD CENTRAL. (Trains pass the Door)

Telephone 188.

Hongkong, August 15, 1910.

## THE CHINA MAIL, LTD.

NDERTAKES

ALL SORTS OF ARTISTIC JOB-PRINTING

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT

PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPECT

TUSES, WINE LISTS, ETC., ETC., ETC.

Obtain quotations from,

THE CHINA MAIL OFFICE

5, Wyndham Street.

European Supervision

Moderate Prices

## DINNEFORD'S

MAGNESIA

The Physician's

Cure for Gout,

Rheumatic Gout

and Gravel.

Safest and most

Effective Remedy

for Regular Use.

The Universal Remedy for Acidity of the Stomach, Headache,

Heartburn, Indigestion, Sour Eructations, Biliary Affections.

NOTICES TO CONSIGNEES

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "Lakshmi" having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Transits, and Valuable, are being landed and stored at their risk, into the "Imperial" and "Extra" Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 24th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL &amp; Co., Ltd., Agents.

Hongkong, April 23, 1911.

## SWEDISH EAST ASIATIC CO., LTD.

NOTICE TO CONSIGNEES.

THE Steamship "FELIX" having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Transits, and Valuable, are being landed and stored at their risk, into the "Imperial" and "Extra" Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 24th prox., or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Underwriter.

DAVID SASSOON &amp; Co., Ltd., Agents.

Hongkong, April 26, 1911.

## SHIPPING NEWS

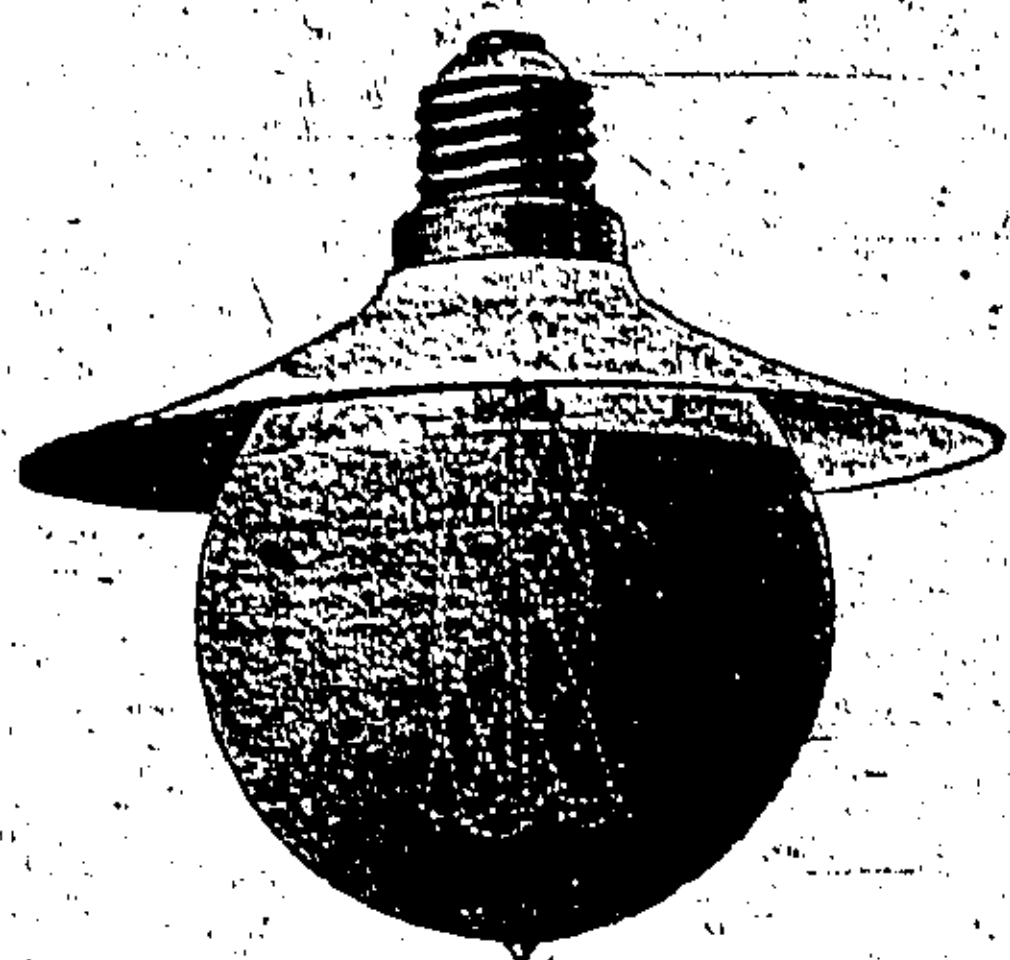
CORRECTED DAY BY DAY

The China Mail is the paper

SHIPPING PEOPLE



# MacEwen, Frickel & Co.



## KOLLOID WOLFRAM METALLIC FILAMENT LAMPS.

SPECIAL FEATURE  
PROTECTED AGAINST BREAKAGE BY VIBRATION.

### Great Reduction in Price

75 Per Cent. Saving on Current.

SCREW OR BAYONET FIXING.



We have just received a new consignment of these well-known Metallic Filament Lamps and can supply them at the price of \$1.00 each for 16, 20, 25, 32, 40, 50 or 60 c.p.

MACEWEN, FRICKEL & CO.,

Sole Agents for

JOH. KREMENEZKY, VIENNA.

### To-day's Advertisements

### CANADIAN PACIFIC RAILWAY CO.

### FOR VANCOUVER DIRECT.

THE Steamship, SUVERIC, From Hongkong, on THURSDAY, 4th May.

To be followed by

NUMERIC, 1st June.

Bills of Lading issued to Overland Points in Canada, the United States, and to the West Indies.

For further information regarding freight rates apply to

### CANADIAN PACIFIC RAILWAY CO., HONGKONG.

Hongkong, April 27, 1911.

### FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading at Hongkong, Madras and Mauritius.

### THE Steamship LIGHTNING.

Captain E. P. Saxon, will be despatched for the above Ports on WEDNESDAY, the 3rd May, at 1 p.m.

For Freight or Passage, apply to

D. BARROON & Co., Ltd., Agents.

Hongkong, April 27, 1911.

### THE CHINA MAIL COLOURED TYPHOON MAP.

MOUNTED ON CARDBOARD AND TAYED FOR HANGING.

Price 20 Cents.

From the China Mail Office.

Hongkong, June 28, 1910.

### AN OUTBREAK IN THE HANMOI PRISON.

A serious outbreak occurred in the Hanmoi prison a few days ago. It provides an interesting side-light upon Chinese life. In connection with the prison discipline there was a secretary whose name was Sui Tsung. It appears that he is a genial and humane man, and consequently was on good terms with the prisoners. The spirit of brotherhood was, indeed, so marked and sustained, that the prisoners decided that they would give him a tablet as a testimony of their esteem. There happened, however, to be in the prison a deposed Kueyan, and he, for some reason or other, has always been an object of dislike to the other prisoners, so when they made their presentation he would take no part in it. News of the presentation came to light in a few days, for an account of what the prisoners had done appeared in one of the daily papers. This greatly enraged the prisoners, for they had no desire that their action should be made public. They, therefore, came to the conclusion that this man had sent the report to the paper; so determined to have their revenge. They agreed together to act in unison, and at the appointed hour closed all the inner doors of the prison, thus excluding all guards and soldiers from entering. They then seized upon a piece of wood, which they sharpened by filing with a piece of old hoop iron, and with this they took their revenge upon the unfortunate man. So badly did they treat him, and so terrible was the pounding to which he was subjected, that his life was spared. Meanwhile the noise was heard outside and attempts were made to force a way into the prison. Not however until Sui came forward and intreated the prisoners to open the gates was admission possible. When the affair was investigated the guilt could not be brought home for no one would say a word as to who were the actual doers of the crime; thus the matter rests till this hour. The wounded man was taken away by agents of the Red Cross Society for treatment. What is now to be done in the matter does not yet appear. It is felt that it is impossible to punish the whole three hundred prisoners, and yet there is no indication up to the present that the actual ringleaders of the assault will ever be disclosed.

### NOTES FROM AMOY.

(From Our Own Correspondent.)

Amoy, April 24.

#### THE FLOWER SHOW.

The spring flower show was held in beautiful weather on Saturday afternoon, the 22nd inst. The exhibits, although slightly less than last year, were quite up to the average. There has been a lack of rain, which has mitigated against a really successful show. However, considering the disadvantages, it must be said that the flowers were in splendid condition, and many of the roses, especially, were very beautiful. The special prize, presented by Dr. MacDougall, for the most perfect rose was won by Mr. W. H. Wallace.

Mr. W. H. Wallace has 24 firsts, 22 seconds, 3 specials; Mr. L. I. Thomas has 11 firsts, 4 seconds, 1 special; Mr. A. J. Sundius has 10 firsts, 9 seconds, other winners were—Mr. W. R. M. D. Parr, Dr. H. MacDougall, Mr. W. Kraus, Mr. H. Broderick, Mr. W. Wilson, Mr. J. P. Morley, Mr. J. S. Fenwick, Mr. F. W. Fowler, Mr. C. A. Mutton, Mr. G. F. Graham and Mr. A. Nielsen.

#### WEATHER.

Summer has suddenly sprung upon us, and the temperature has risen more than 15 degrees in 3 days. It is 87 this afternoon, without a cloud in the sky.

#### NAVAL.

As I write the 6 British torpedo boats are coming in from Hongkong and Swatow, en route for Wei-hai-wei.

### MARCH RUBBER RETURNS.

Ayer Molek—3,049 lb.  
Hubber Growers—3,707 lb.  
St. George—826 lb.  
Ceylon Planters—14,105 lb.  
Malaka Firms—1,100 lb.  
Telong—1,004 lb.  
Chempedak—920 lb.  
Taiping—780 lb.  
Padang—830 lb.  
Sua Manggis—905 lb.  
Consolidated—981 lb.  
Amoy—Feb-March output, 1,105 lb.

According to a London telegram published in Colombo, the Anglo-Malay Rubber Company's crop estimate for 1911 is 750,000 lb. of dry rubber. The estimate for 1910 was 700,000 lb., and the amount actually harvested was 680,251 lb. The Company paid a total dividend of 100 per cent. The Seaford Rubber Company's estimate of crop for 1911 is 300,000 lb. of rubber. The estimate crop for 1910 was 100,000 lb. and the actual yield was 200,646 lb. The Company paid a total dividend for the year of 40 per cent.

#### RAU CAVE.

The directors of Batu Caves Rubber Company report for the year 1910 that the profit and loss account shows, including the balance of £1,772 brought forward, after making the appropriations and adjustments applicable to 1909, and paying the interim dividend, each of 30 per cent. (less tax) a credit balance of £12,589. The directors propose, subject to the approval of the shareholders, to pay on March 31st a final dividend of 45 per cent. (less money due) (making 15 per cent. for the year), which will amount to £11,345, to wit: of £330 for depreciation, and to carry forward the balance of £12,015.

### STEAMER PASSENGER SUEZ CANAL.

March 23, 1911.

March 21, 1911.

April 2, 1911.

April 11, 1911.

April 12, 1911.

April 13, 1911.

April 14, 1911.

April 15, 1911.

April 16, 1911.

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June 30, 1911.

### SHIPPING.

ARRIVALS.

April 26.

Shirako Maru, Japanese str., 2,440 T.

Okuma, Miki April 20, Coal—M. S. R.

Kawachong, German steamer, 1,550 T.

Roselafsky, Bangkok April 19, Rice and Timber—Burmese str., Swire.

April 27.

Delta, British str., 4,780 T. P. Martin.

R.N.R. Bombay April 12, and Singapore.

22, Mails and General—P. & O. S. N. Co.

HANCOCK, American str., 3,780 T.

Ekibora, Tangkai April 22, General.

HAIRY, American str., 3,780 T.

Kiyoko Maru, Japanese str., 1,900 T.

S. S. S. M. April 21, Coal—Burmese str.

Chonan, British str., 1,940 T. Lloyd Jones.

Shanghai April 24, General—Burmese str.

Swire.

Zafra, American str., 1,410 T. M. C. Smith.

Manila April 24, Hemp and General—Swire.

Swire, Tokyo & Co.

Helena, German str., 771 T. H. Bondron.

Swatow April 23, General—Jensen & Co.

Loringdon, British str., 2,798 T. W. B.

Webb, from Capill, Coal—Donwell & Co., Ltd.

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### WEATHER REPORT.

The following notes are issued from the Hongkong Observatory.

On the 27th at 12.05 p.m.—The depression lying over the N. part of the Sea of Japan yesterday, is moving into the Pacific.

Pressure has increased moderately over Japan, and given way quickly over the Yangtze valley. A depression is probably forming over the latter area.

The highest pressure is shown over the K. coast of China.

Fresh E. winds and squally weather may be expected over the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m., to-day, 0.36 inches.

Forecast for the 24 hours ending at noon to-morrow—

1.—Hongkong and Neighbourhood.

F. winds, fresh; squally, some rain.

2.—Formosa Channel: E. winds, moderate.

3.—South coast of China between Hongkong and Lamook: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: Same as No. 1.

5.—South coast of China between Hongkong and Hainan: Same as No. 1.

6.—South coast of China between Hongkong and Hainan: Same as No. 1.

7.—South coast of China between Hongkong and Hainan: Same as No. 1.

8.—South coast of China between Hongkong and Hainan: Same as No. 1.

9.—South coast of China between Hongkong and Hainan: Same as No. 1.

10.—South coast of China between Hongkong and Hainan: Same as No. 1.